

# The Cairo Times.

Published Daily. (Mondays Excepted.)

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TERMS OF THE CAIRO TIMES.  
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to H. L. GOODALE,  
Editor and Proprietor, DAILY TIMES,  
CAIRO, ILL.

## CAIRO TIMES.

CAIRO, FRIDAY, OCT. 6, '95.

### AMUSEMENTS THIS EVENING.

ATHEUM.—Vesta and In a Day Out of Place.  
CANTERBURY.—Nero, Mistrustful, Belshazzar,  
Roses and Dances.

### SUMMARY OF NEWS.

Gen. Terry has suppressed the Richmond  
Commercial Bulletin for reasonable utterances.

The Georgia State Convention has unani-  
mously adopted an ordinance declaring the act  
for the secession of that State null and void.

The complete census returns of Iowa, just  
completed, show a total population of 149,000  
souls, an increase in two years of 47,912. Ex-  
cellent.

It is reported that two steamers which sailed  
from New York on Saturday took out bonds to  
the amount of \$1,000,000 for the use of the  
Irish Republic, and that, as soon as the  
Irish Republic is declared, they will assume  
these bonds.

The British Government has knowledge of this  
shipment, and has agents on board of the steam-  
ers, who will at the proper time make a seizure  
of the cargo.

General Conner has returned with his forces  
from the Powder river expedition. Six pitched  
battles, with severe loss, have been fought with  
the Sioux, Cheyennes and Arapahoes. The latter  
tribe are in a state of peace, but the former are  
still defiant.

A treaty has been concluded with the Ojibwas  
by which that tribe ceded to the United States  
nearly three million of acres in Kansas.

Connecticut has decided adversely to the  
proposition introducing negro suffrage into their  
State Constitution. This is the first gun, and  
an ominous one.

### TRIP TO COLUMBUS.

The assistant editor of this paper paid a fly-  
ing trip to Columbus, Ky., on Wednesday evening  
last. At 6 o'clock he boarded the pleasant  
little steamer *Thyme*, which is running in  
the interest of M. & O. R. R. Transit Co., and  
commanded by our fellow citizen Capt. Dyer  
T. Parker, the officer being under the manage-  
ment of our other citizen, John H. Triplett.

The trip, was, as we exceedingly agreeable.  
The air, as the steamer plowed the bosom of  
the river, was quite bracing, and the scenery  
under either bank, as it received the farewell  
kisses of the setting sun, inspired us with bliss-  
ful emotions. As the sun shed its soft and red-  
dish hues upon the trumpet flowers, trees and  
nameless families of inferior shrubs, many of  
them clustered with scarlet berries, the whole  
showing unmistakable evidences of the put-  
ting on of the many colored mantle of sum-  
mer autumn—the fiery red of the Sumac con-  
trasting beautifully with the green of the cedar  
and the golden tinge of the maple, the effect  
was indeed soothing to the mind and spirit of  
the writer.

The run to Columbus was made in one hour  
and thirty minutes, and having two hours to  
spare, we employed it in perambulating through  
the city. The opening of the M. & O. R. R.  
has given an impetus to trade in Columbus,  
which nothing else could have given. But Col-  
umbus is evidently suffering for want of ad-  
ditional capital. It matters not how interest-  
ing and inviting a place may be as a business  
or commercial point, without the proper invest-  
ment of sufficient capital, location signifies but  
little, if anything at all. The position of Col-  
umbus is favorable for commerce and requires  
but ordinary enterprise and the centralization  
of capital to render it a city of considerable im-  
portance. But as it is, a considerable amount  
of business is being done at Columbus, and the  
citizens there are energetic and alive to their  
interests. Front street has fifty-two business houses  
—some of which are realizing handsome in-  
comes, while all are doing a good paying busi-  
ness.

One feature which attracts the attention of  
the visitor at Columbus, at the first step, is the  
appearance of blocks bound in blue and de-  
corated with the insignia of United States sol-  
diers. Upon inquiry we ascertained that they  
belonged to the late soldiers of the late war, and  
that the officers commanding had full and complete  
control over them, and that the prejudice  
against them was fast disappearing.

Emerson Eubank, whose trial was to have  
commenced on Monday last, failed to put in an  
appearance, and in violation of his plighted  
faith, still remains at home in seeming de-  
fiance of the powers that be. He will find  
that it is hard to kick against the pricks, so  
as it is hard and unprofitable to set one's self up  
against the General Government. He assumed  
the responsibility of his actions when he raised  
his impious voice against the constituted au-  
thorities of the Nation and his own State, and  
in counseling his fellows to trample upon the  
laws, laid himself liable to arrest and trial.  
We learned that a special train and escort was  
to have been sent after his highness on yester-  
day, and that the Commission would proba-  
bly convene on Monday next. In any case  
our readers will be advised of all the develop-  
ments.

Promptly on time arrived the train from  
Mobile, from which we obtained Mobile pa-  
pers of the 2nd, only forty-eight hours old.  
From the train the *Times* received seventy-five  
passengers, whom we conveyed to this  
city, arriving here at 12 o'clock p. m.

About the 16th inst. the Gen. Anderson is  
ready to take her position on the line of the  
Transit Company. The Gen. Anderson is a  
large sized side-wheel steamer, with a large  
and spacious passenger saloon for gentlemen,  
and a neat and convenient saloon for ladies.  
Her presence on the waters will increase the  
facilities of the company and enhance the  
pleasure of passengers.

### ARRIVAL OF THE POWELL.

The steamer *Jonas Powell* arrived here last  
evening about 10 o'clock, having been delayed  
36 hours by fog. She brought 61 cabin pas-  
sengers, 240 bales of cotton, 5 hids tobacco,  
a lot of yarn, 116 sacks of wheat and several  
tons of assorted freight. Of the cotton 23  
bales were consigned to Halliday Bros., and 9  
bales to O. P. Lyon.

The officers of the *Powell* report 31 inches  
on Big Bend Shoals, and the Tennessee river  
falling very fast. The *Powell* leaves to-day at  
10 o'clock a. m.

Our friend Capt. Hendrick started again for  
St. Louis, yesterday. He did not take his  
watch with him this time.

## NEW SERIES, VOL. 1, NO. 141.

### SWEDEN.

A Storm—Situation of Gottenburg—Pub-  
lic Buildings—Edifying Conversation—  
Phonograph of comfort—A large  
Captain—Falls of Frohner—A large  
Canal—An Anterior Review—The  
third largest Lake in Europe—The  
Canal of Lake Erie—Beer—Gottenburg  
—Dalecarlian Damsels—A fine Park—  
Beautiful Scenery—Description of Town-  
ers, &c.

Correspondence of the Cairo Times.  
RYDBERG HOTEL, STOCKHOLM, SWEDEN, 1  
August 17th, 1865.

I left Christiania, as I intended, when I wrote  
you August last.

"The morning lowered,  
And heavily in clouds brought on the day."

Rain poured and the sea waxed rough. I  
could not get a berth, but was fortunate in  
securing a cramped place on a sofa. As night  
came upon us the wind increased—all were  
obliged to seek shelter below, and were  
cramped into a little saloon—men, women and  
children, heads to feet, side by side, on the  
floor, on sofas, and on a shelf that extended  
around the end of the boat. It did not seem  
as if the handiwork of man, or any material,  
could stand the crash of the waves. The boat  
swept constantly over the deck, as if the boat  
were but a floating plank. She would stand  
on end and tremble, and then plunge as if to  
sink, never to rise again. People rolled about  
like balls. In their endeavors to save  
themselves, men and women were found in  
close embrace. Groans responded to groans,  
and shrieks of fright mingled with these—the  
stridest of those who but a little before had boasted  
of the security of their sea-legs were now  
brought low. With all my effort to keep "right  
side up with care," with a lurch of the boat,  
I went head first on to the floor, bruised my  
face, sprained my hand and picked myself up  
as best I could.

"Mid all of this suffering there was none to  
give a glass of water. Perhaps the attendants  
were also prostrated. I never saw a com-  
pany so given over to wretchedness and gloom.  
One by one the lights went out, so that at last  
only a flickering lamp remained burning. Wa-  
ter came pouring in from time to time, so that  
nearly every man was drenched. By the light  
of morning at last dawned, to find the storm  
somewhat abated, and we nearing Gottenburg.  
I did not realize, and do not believe it would  
have added to my misery if I had, the dangers  
of the night, but Captain told me he had  
never experienced such a storm in the North Sea,  
nor felt the same anxiety before.

Battered and bruised, still scarcely able  
to keep my feet, I began to search for my  
baggage it could not be found, and I had  
to wait two hours, which seemed so many  
ages, before I could secure a man to make  
search in the hold of the vessel for it. On  
being informed that I was in no very ani-  
mous mood, and had not a foreign tongue been  
a barrier between me and scolding, there is no  
knowing how many sharp commands I should  
have received. But I succeeded in getting my  
baggage and to the place. I secured immediately  
a ticket for a passage on the canal, and had two  
days to wait and recruit, which I needed.

Low, bare ridges of rock form an exterior  
barrier to the city, which is seen in a basin of  
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Many of the public buildings attract at once  
by their solidity and good style. The railroad  
depot is very imposing, of red brick, a plain  
building, with a great many windows. The  
300 feet by 100, four lines of rail run through  
it; the roof is of glass. The centre arch is sur-  
mounted by the Svea Globe, the national em-  
blem, resting on a base of oak leaves. Several  
schools and various benevolent institutions  
tell worthily of the citizens.

Our snug little steam-wheel packet was off  
at 6 o'clock, a. m. A crowd of passengers,  
and a rush of friends to see them leave, with  
pleasing little incidents illustrative of the great  
state upon which we are all actors. In seek-  
ing my berth I found I was booked with a gen-  
tleman of the name of Monsieur. I presented  
an open book that lay on the table. I lay the  
case before the stewardess, who shrugs her  
shoulders, and says, it can make no difference;  
here is a bill I have just received of opinion I  
suppose; but later Monsieur's effects are re-  
moved, and I have for a companion a pleasant  
Swedish lady. In our company we have al-  
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